

THE RICHMOND TERMINAL WAS ESTABLISHED IN 1903, AND IS THE LEGAL COUNTY AND CITY NEWSPAPER. RICHMOND'S NEWS SUMMARIZED

The Terminal boosts and advertises Richmond, directly increasing your property values.

RICHMOND TERMINAL



The Terminal is the oldest newspaper in Richmond and has the confidence and support of pioneer

VOL. XXVI

RICHMOND, CALIFORNIA, FRIDAY, MARCH 22, 1929

No. 12

Why the Big Copra Plant Didn't Come

Mysterious Process of Some Nature Worked Caused the Great Oil Industry to Lay Off On Richmond

Officials of the El Dorado Oil Co. Appeared Before City Council in Person and Asked For Plant Location

The mystery of the El Dorado Oil Works is one that is still puzzling many of our good citizens. It is irritating them too, for they thought they had something that they seem not to have got.

This great copra crushing corporation, promising factory and ship investment of \$1,500,000 and a freight movement of 6000 tons a month of dried copra to be brought in by its own steamers, and 6000 tons of coconut oil and other products sent out by rail each month, wanted to locate in Richmond, but it never got there.

In this stage of Richmond's career when we so desperately need new industries and new payroll, our people are naturally aroused when such a plant is willing to come and by some mysterious process fails to arrive. If we can't even get the plants that want to come, what sort of a position are we in? The reference to some "sinister influence" made by a local paper may have been timely. At least help did not come from certain quarters that should have supplied it.

The president and other directors of the El Dorado Oil Company appeared in person before the city council and announced that they wished to locate their new plant for which they since sold \$375,000 worth of stock on the Richmond harbor. All they asked was a basin on the west side of the harbor and its maintenance to permit big steamers to reach the site that had been optioned for them by the one-legged Richmond Industrial Commission, still able to hop, and badly needing a "shot of hop."

There was quite an outpouring of citizens at the meeting and felicitous speeches were made, some of the most felicitous by good citizens who afterward took care to help in no way to locate the plant here.

Joe Brooks sounded a warning about increase in taxation. Joe was perhaps thinking of Grand Canyon Park and the thousands in public money ponied out to develop property of the Parr Terminal Company. As a watchdog of the treasury he made a good impression on the council. President Harry Ellis of the Industrial Commission, substantial citizen and sincere in efforts to help his city, made his usual good talk in behalf of the industry. President Percy Sanford and other

Chamber of Commerce dignitaries told how glad they would be to welcome such an enterprise and stay up nights in efforts to bring it here. Stronger than all in the fight was the merchants association, representatives of which spoke earnestly and showed their satisfaction at prospect of getting this big industry to help labor and help business. Larkin Younce of the American Trust also lent his aid. He had been active in the preliminary work.

But the industry has never come, and the president of the company has been quoted as now saying it is not going to, or at least that it does not have to. The history of the affair is about as follows:

The one-legged Richmond industrial hearing El Dorado Oil wanted to move to a deep water location to save enormous freight switching bill, hopped to it, and told all about the merits of the Richmond harbor as a location and how Richmond was out to encourage location of industries. It brought President Reid and two other of his directors over.

Despite all the money that had been spent and all the city money that is to be spent, won't alter the situation—there was just one piece of deep water land available, 9.27 acres with 900-foot frontage belonging to the Parr Terminal company, about half of which is now occupied by the Parr wharf unit. The El Dorado directors were shown this and liked it, but snorted at the value fixed and the fact that it could only be leased.

Then the Industrial Commission obtained the option on a 600-foot frontage at the lower end of the S. F. Bridge Company's land on the west side of the harbor for the copra company, and agreed to do what it could to have a basin dredged on that side to provide a 600-foot berth for the company's steamers. The Merchants Association, scouting a new industry and filled with a desire for progress got strongly into the fight, though other local organizations did not seem to take any interest. The Santa Fe Company, to get a rail line to the site optioned, bought the Mintz property of 160 acres and asked for a franchise for a lead line along the south curb line of Cutting boulevard, to a point where it could curve across to the site.

(Continued on page 4 col. 1)

Cooperation of Richmond's Boost Bodies Necessary to Stimulate Interest In Securing Industries

How about both the chamber of commerce and the industrial commission putting on their coats and hats and walking out and permitting formation of some new, active organization that will bring us some industry.

Or how about them getting together, if such a thing is possible, one with its knowledge of how to get industries and the other with the backing it seems able to get and combining to see if some actual industrial result cannot be attained.

It is certain that we are not getting any factories right now, not even with the boasts that were made when the Parr lease was put over and followed by expenditures of any thousands of dollars of the public money. Something is wrong, for Richmond should be getting new industries. Maybe co-operation does not exist.

For one thing the TERMINAL

cannot find that any one man is being employed to locate industries. With all the noise and all the expenditure of city and individual contributions Richmond actually hasn't an industrial rail agent—someone skilled in this line of work who can put us in the competition. Every other community that is seeking payroll has an efficient industrial committee and a man who knows how to go to the front—and may be more than one.

Wind jamming and boy oratory on the part of any local or imported William Jennings Bryan of shipping and industry will not get us factories. We must have practical, trained work by a practical trained man with the right connections and the right knowledge of the outside world from which the industries are obtained. They cannot be plucked off the luncheon tables of the Hotel Carquinez by elocution. Guess.

Who Will Start Movement For Big Mass Meeting

Who among our aggressive citizens will start a movement for a big mass meeting that problems confronting our city may be discussed in the open and able speakers be given a chance to say what we our city needs.

There isn't any doubt about Richmond's future. Our city is going to grow despite some of the tin cans tied to it just now. Our sources of growth are so many and so powerful that the dragging influence of any incubus of politics in the interests of a clique will be thrown off as a locomotive hurls aside garbage spilled on the track.

But we all wish to progress at the best pace possible and build in the strongest way for future prosperity. It is not too early to start a strong movement for a modern form of government, with a new charter that will give us pep and efficiency in the conduct of city affairs, which could never be attained by the most efficient of officials under the present obsolete charter.

Plans For Dredging Depends On Federal Appropriation

The chamber of commerce, according to ponderous articles in our daily papers, is receiving instructions as to what harbor development is needed as the next step—widening the entrance channel to 300 feet, dredging the turning basin to a width of 600 feet, deepening to 32 feet and so forth.

We thought this was the original plan contemplated in the recent bond issue and that everybody knew all about it. Maybe it is news though, and at any rate it sounds good to bring it up once in a while to show everybody is alert. May be some one hopes to have still more dredging done to benefit private lands.

What is more necessary, however, is to get the necessary federal appropriation to match the city's bond money and go ahead and do the work. In addition it would be very wise to deepen the west side of the harbor also, to get some deep water industrial lands, especially as private owners on that side are willing to help and not dump all the cost not borne by the government on the local taxpayers.

The testimony in court in that Los Angeles suit that the piles in a wharf constructed down in San Diego county by a number of gentlemen now interested here have become teredo eaten within two years, though guaranteed to last twenty years, will awaken a feeling of wariness among our local taxpayers. If anything should "Fall Down and Go Boom" who would be holding the sack.

CITY BRIEFS

Jim Shanly, veteran Elk of Oakland, will be installing officer at 1251 B.P.O.E. Tuesday night.

Clare D. Hornet was speaker of the hour at the Albany rotary club Monday, subject "13-month calendar year." Visiting rotarians were Dr. W. F. Fraser, W. B. Trull and George Lee.

Harry Albert, manager of the Albert chain of stores, gave a dinner dance at San Rafael Tuesday night in honor of his father, Jacob Albert. Several from Richmond were there.

More than 350 members of Richmond boy scouts will present a pageant of "America in the Days of '49."

Burg Bros. have been made local agents for the Contra Costa Building and Loan association, with offices at 23rd street. John Chamberlain is local manager.

George Black, incumbent councilman, is out for another term, and has many friends who will give him hearty support.

Richmond real estate is above par, in fact it is increasing in value every day. You cannot lose on your Richmond investment. The tax rate of \$6.60 is due for reduction. It will come. We need some changes."

Ed Downer of the Mechanics Bank, is a pioneer and knows every guy in West Contra Costa by his front name. Good fellow, and he's a mayor of a coming city nearby. Guess.

Privately Owned Lands of Parr Co. Held at High Price

The privately owned lands of the Parr Terminal company that have been bulkheaded and filled at the expense of the city should be quite valuable as the harbor develops and no doubt quite a tidy price will be asked for them of industry. When the Morgan-Crellin interests got lands bulkheaded and filled by the city they were valuable, return large areas of tidelands that saved the city many thousands that had been voted to buy them; and then these same Morgan-Crellin heirs made a practical gift of the Ford \$1800 an acre. Try to buy some of the free filled and bulkheaded lands of the Parr company for that good citizens.

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Hotel Carquinez Excellent Hostelry

Whenever we look at the Hotel Carquinez, we realize that the chamber has not been in vain.

Building of that hotel was an act that gave Richmond a new status. It was the final touch in making us a city. When the chamber worked to give us this modern hostelry, it did something that always gives it a bright spot in Richmond's history, no matter how much or little it may know about some other matters.

Richmond has become more favorably known than ever since acquisition of this fine hotel. It puts the stamp of class on our city. Strangers are glad to come here now and are inclined to linger longer. The splendid dining appointments gives all our service clubs a happy meeting place. The hotel is a social center long needed. Every day we congratulate the chamber on this achievement.

They say—that there is a large congested field of candidates, and they're not making the least bit of noise. Yes, Ed Lowery is reported to be running. Ed's a live one. He is setting a hot pace.

The next holiday, memorial day, will fall on Thursday, which will "bust up" business for the week. Guess.

RANDOM COMMENT

Live Richmond Topics

One thing about the old Industrial Commission: While at present it doesn't seem to be functioning so as to produce any good, it at least isn't strong enough to do any harm. Where's the Coroner?

George Rooker is one man who is always able to give the town a jolt. However, did you notice that during the last big storm there was hardly any interruption. That's efficient management of a public utility.

Richmond is going to grow fast, never fear.

The Standard Oil Co. hospital in Richmond is said to be one of the finest, best equipped and best administered hospitals in California.

Indicating what a substantial industrial corporation El Dorado Oil is and what their new plant will be, we will call attention to the fact that this big copra concern issued \$875,000 in \$5 par value stock to build its new plant and terminal. The issue was oversubscribed in two days and we note that sales were made as high as \$30 last week. This is the plant that Richmond could have had. Let us fervently hope the real wharf for Richmond's best interests may yet be able to bring it here.

Do the citizens want the best government? Then vote only for council nominees who will pledge open investigation and a government of economy.

Everybody should help to raise funds for that Girl Scout building. You cannot do a better act than work for that.

Personal Item—(Like one of the thrillers in our Daily Press)

Mr. H. G. Parsons, who made a report early in the game on the alleged short piles driven on the wharf job, has accepted a position with the Pan-Pacific Construction Co. He is rated as a competent engineer.

Should the outer coating of concrete piles driven for a wharf be a "rotten mix," a term employed by an expert recently, it is likely to disintegrate in salt water and come off, exposing the reinforcing which would rust out and make the piles unsafe.

Stock in the Oakland Parr Terminal Corporation was selling at 25 cents on the dollar at the time brilliant minds thought of leasing our harbor facilities to Parr. Much of it was bought at that figure and sold to Richmond citizens at an advance. When we said "thought of leasing" we meant it. There was no thought of a gift just then. That developed.

No, fellow taxpayers, do not reach for any part of that half the harbor revenues the local dailies have been saying was the monthly share of the city. You can't get any of it. The lease isn't built that way.

Poor old Richmond cannot under the new deal, even get its name first on the sign adoring Municipal Wharf No. 1. No, it must, of course be "Parr Richmond Wharf No. 1."

Inspection of City Wharf Piles Has Been Made But Reports Were Never Submitted to Taxpayers or Even Published

Driving of these concrete piles

strictly up to the specifications and that the bondsmen be forced to do this if the contractors will not. H. J. Brunner drew the specifications and it is up to him to see that the job is done accordingly.

One report on the concrete piling and the creosoting mixture used on the wooden piling and other timbers was made by Smith, Emery & Co., chemists of San Francisco, which has a 100% reputation for integrity. Another was made by Abbott, Hanks, chemist, of San Francisco, and another by Engineer A. A. Brown, all of high reputation. That the creosoting mixture contained 30% crude oil was one fact established.

President Cyclor wires from Los Angeles that the company will agree to cover the concrete piles above the low water mark with an additional coating of asphalt. Is this usual, or is this just a special thing in this Richmond job. We will have to ask City Engineer Hoffmann who is qualifying as a concrete oil expert for the occasion. How about it Eddie? Will you act in this manuscript?

And get this, people: The Pan-Pacific Company offers to pay all expense incurred in hiring experts by the city, the Pan-Pacific and Brunner. Will that make the job any different or get the taxpayers anything if the job isn't right.

Our citizens should not forget that suit for \$315,000 that has just been tried in San Diego county to recover on the ground of faulty wharf construction. It was alleged that the piling of the big flat wharf that has been guaranteed to last many years under a patent preservative process was being eaten up by teredoes in two years. We do not want that to happen here. The taxpayers cannot afford it. We are in pretty deep now. Publish those reports.

THE RICHMOND TERMINAL is the oldest newspaper in Richmond, and has hundreds of readers.

Building of Ford Plant Is Now Practically Assured; Bids For Contract May Be Called For Any Time

"When will the Ford company begin building?" is being asked us frequently now that the TERMINAL has become the recognized medium for the bigger news of Richmond.

The answer is simply that nobody knows, but everyone can rest assured that THE FORD COMPANY IS GOING TO BUILD HERE AND WORK WILL START AT NO DISCOUNT DATE.

The coming of the Ford plant is certain. Facts and conditions are such now with Ford production that our people need not be surprised at hearing at any time that bids for a contract have been called for.

Richmond is all right and even "The Boys" who are out to get everything in sight at the expense of the taxpayers cannot stop it. They are throwing stumbling blocks in the way but Richmond and its progressive people, once led right, will jump all hurdles.

We hope the El Dorado Oil officials are not basing on to other manufacturers their reported opinions of how easy it is to locate an industrial plant in Richmond. know all about the greatness of the Parr Terminal Company already and that we want industries, however, that are coming. The local papers are getting in money, and the advertising will help smooth the path for the Parr lease.

El Dorado Oil Co. Officials Asked For Plant Location

[Continued from Page 1, Column 1]

It was then the appearance was made before the city council, with Joe Brooks standing as the champion of the people against higher taxes. President Reis of El Dorado explained simply that his company didn't want to raise taxes but would put in a plant the assessment and taxes of which would bring money to the treasury—a distinct profit for the city.

The council, despite some covert opposition produced by fear that there might be development of the west side of the harbor, where lie all the available industrial lands, progressively and amid deserved applause granted the Santa Fe its franchise and it promptly built the spur.

Next came propaganda as to excessive cost of maintaining the proposed basin—that is dredging out any accumulation of silt. The Santa Fe and El Dorado offered to construct the basin at their own expense. The maintenance figure was put as high as \$15,000 a year. The industrial commission rose on its crutches and asserted that government figures showed it wouldn't be more than \$2500 a year, based on a 200-foot wealth.

Then something came to light. It was discovered that Colonel Jackson, then U. S. district engineer, had recommended to Washington that the inner section of the harbor be narrowed and a bulkhead erected on the west side 400 feet out in front of the line of the El Dorado site. In response to a protest he said he had been told the community wanted this. The "community" he was told had never heard anything about it. Loud protests to Washington and the harbor engineers and Richmond's chance to get some deep water sites by aid of private capital—not tax money—were saved. The government even went so far as to offer to put up \$120,000 at once and dredge the entire west side of the harbor if the city and private in-

Why Is Wharf Repairs Done Out of Tax Funds? Asks Many Who Do Not Know Their Lease

Some days ago amidst the items that get into our dailies was one of which these lessees were battenning. Why sure, it certainly was, most of them said. They didn't know their lease. The city cannot use its half in any repair work. That must go to building more for the Parr Terminal Co.—and on. No matter if the net revenues are \$1,000,000 a year the city cannot get any. But see what we will have in five years, all of us—especially if the wharf units now being built by the Pan-Pacific haven't been tered in that time.

Of course attorneys' fees for defending fights on the Parr lease and other litigation are paid out of the city's half.

And just think that several stevedoring and shipping firms were willing to take Wharf No. 1 alone and spend their own good money in fair quantity and pay the city a substantial monthly revenue that would have helped keep taxes down.

It Was Eight Against One

Who is Virgil Fenner? He is a city councilman. He is also a hero, and why and how?

Virgil was the one man who voted against the Parr lease at the start and who voted against it to the end.

This in spite of the fact that a large concourse of citizens, told that unless the lease was granted Richmond could never get the Ford plant; that the profits to the city under the operations of the lease would be rich and dazzling; that Parr influence and action would bring us many large industrial plants to make us prosperous; and many other things, were at that time filling the council chamber and were filled themselves, and justly so under all the representations made, with a fervor for granting the lease.

But Virgil just shook his head. Even when all the other members,

including some who felt they shouldn't and some who openly said the people might be mistaken and not to hold them responsible later, had voted to finally grant the lease and when he was asked to make it unanimous, he insisted his "no" go into the record.

And that lone "No" stands in Richmond's history.

Some will say that Mrs. Marie Ogborn did all this for years and at the last received as a reward a defeat by the people—and they chuckle. But right now Mrs. Ogborn is being opportunized to run for the city council with pledges coming from many directions for election.

She is declining. Maybe she would run if she knew there would be a council that stands for what she stands for.

There is a different feeling now. The old myth that there is a block ready to be turned against one who doesn't "sign up" is exploded. All citizens are now voting independently.

Generosity of Taxpayers Illustrated in Free Bulkheading of Parr's Acreage By City Under Gift Lease

When you talk to a Richmond official today about the tax rate he is likely to holler: "Utilities district did it," but that is 41 cents, and if you take it off \$6.60 you still have something left—and a lot of cargo wharf bonds to be sold yet.

The government, however, agreed to widen on the west side to within 75 feet of the wharf line, if the improvement it planned was carried out and El Dorado Oil said it would then itself pay for maintenance of this 75-foot strip. But everything fell through. The city manager, to be fair, did some good work in connection with this proposition.

Then the Santa Fe determined to give Richmond something big anyway and announced it would dredge a deep water channel up the Cutting Canal and provide a site for the El Dorado company's \$600,000 plant and shipping terminal and for other large industries.

And now the El Dorado company says, so it is reported, that it doesn't have to come to Richmond and will not. However, the merchants association, always a live organization, and the old one-leg, hope to give assurances that will still bring the big copra concern here.

During all the time the fight to get a location for El Dorado was on—it may surprise our citizens to know there are no sites—the council never threshed any of the matters out in public meetings after the first one. Many times it was brought up in secret, but there was no public delegation there to ask why and wherefore on this and that. And during all this time we never heard of the chamber of commerce taking any action that would help in working out the problem so that Richmond would gain this industrial unit that every harbor community on the bay is fighting for.

There is no record that anyone

trying to plug the breaks. One can see the sheet piling bulkheads along the Parr Co. land now.

You never read a line about this in our milk-fed daily press. Just see what you missed and you thought they gave you the news.

It would have cost the taxpayers enough to bulkhead and fill for the Parr Co. if the luck had been good, but with those breaks we certainly got soaked.

But there is recompense. Think of the many big factories the Parr bunch has brought us—and how our taxes are being reduced by the lease. Not even the city's mythical share of the harbor revenues.

could have done better work than Easley, although two or three other contracting firms bid on the job, it is said. Easley was paid all his money. He knows his business, and probably did all that could be done. But anyway, he ran into old creeks and things that caused the clay thrown up by the clamshell dredge of Eddie Haas, river contractor, which had been put on the job, to keep traveling toward China, and through various gaps the soup poured like Niagara.

At one time the city manager had 100 men working 24 hours days and nights in 8-hour shifts.

A startling development in home lighting—

7502 P. G. and E. customers have adopted it



NO one can ever forget, after they've tried them, the smooth light from these new Duplex lighting units. It's the diffusion and correct control of light that makes the difference. Raw light is broken up. Mellow'd. Spread throughout the whole room. An opal glass reflector under the lamp shade does this. The pleasant light gives new life to furniture. Clear color to draperies. In this light, friends love to linger for all can clearly tell "spades" from "clubs". There are no glaring bright spots in the room. Or murky dark spots to cause squinting and eye-strain.

Lighting engineers designed these lamps. Artists beautified them.

The lamps are made in floor, table and ceiling units. There are many styles and a selection of silk and parchment shades. Phone or call at our office and see these modern Duplex lamps. Let us send to your home a lamp on approval.

A central ceiling unit for general illumination should be in every room. The one shows section of modern unit. Light is directed to ceiling and reflected evenly throughout whole room—a startling improvement.

The shade of the floor and table lamps rests on closed top of glass globe which surrounds electric lamp and diffuses raw light—a simple invention, yet it's a revolting glowing light.

PACIFIC GAS AND ELECTRIC COMPANY
P.G. and E.
Owned, Operated, Managed
by Californians.

The Terminal Prints Neat Candidate Cards
Commercial Printing

THE TERMINAL

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FRIDAY, MARCH 22, 1929

CLASSIFIED ADVERTISEMENTS

[Classified under this heading is 10c per line; no adv. accepted for less than two lines in advance. Try a classified.]

FOR SALE—\$650: 50 ft. frontage; Cornell or Marin, Albany, easy monthly payments. Phone Trinidad 2174.

EVANGELINE DRESS SHOP — Mrs. B. E. Powell, Prop. Dresses, Gowns and Coats. Special attention given to remodeling. Shop now at 961 Standard Ave. Phone THorn 4541. 2-1515

PIANO—Free with new 5-room house, all for \$3900; \$100 down, \$40 per mo. Owner, 3419 East 12th St., Oakland. 41

WANTED—What you don't need we buy. Used furniture, one, specially.

EXPRESS HAULING, AUSTIN, 1167 Solano, near San Pablo Phone Berkeley 8717

WANTED—Salesman or sales lady, all or part of time; real estate and insurance office. C. Oswald, 648 San Pablo Ave., Albany.

INSURANCE—Safe and sound; the best. Royal, Continental, others; rates reasonable. Laura H. Ryan, 847 San Pablo Ave., Albany.

LEGAL NOTICES

NOTICE TO CREDITORS

In the Superior Court of the State of California, in and for the County of Contra Costa.

In the matter of the estate of Constantine G. Barbikas, also known as Costa G. Barbikas, deceased.

No. 8861.

Notice is hereby given by the undersigned, attorney-at-law, of the estate of Constantine G. Barbikas, also known as Costa G. Barbikas, deceased, to the creditors of and to all persons having claims against, and said deceased, to file them with the necessary vouchers in the office of the clerk of the Superior Court of Contra Costa County, State of California, or to exhibit them, with the necessary vouchers, to said Administratrix at the law offices of Will S. Robeson, 271 Tenth Street, Richmond, California, the same being designated as the place of business in all matters connected with said estate, within four months after the first publication of this notice.

Dated March 14, 1929.

IRVING M. ASHCRAFT,
Administrator of the estate of Constantine G. Barbikas, also known as Costa G. Barbikas, deceased.

mar22-apr5-12-19

CERTIFICATE AS TO OWNERSHIP OF BUSINESS CONDUCTED UNDER FICTITIOUS NAME.

No. 596.

The undersigned, Irving M. Ashcraft, hereby certifies that he is conducting a general out-door advertising business under the name of "RICHMOND POST-RADVERTISING CO." with his office and principal place of business at No. 121 Twenty-third Street, Richmond, Contra Costa County, California; and is the sole owner thereof; and that he resides at No. 142 Craigmont Avenue, Berkeley, California.

In witness whereof he has hereunto set his hand this 21st day of December, 1928.

IRVING M. ASHCRAFT,
State of California, Contra Costa County.

On this 21st day of December A. D. 1928, before me, C. A. Odell, a Notary Public in and for the County of Contra Costa, State of California, residing there in, duly commissioned and sworn, personally appeared IRVING M. ASHCRAFT, known to me to be the person described in and whose name is subscribed to the foregoing instrument, and he acknowledged to me that he executed it as aforesaid.

In witness whereof I have hereunto set my hand and affixed my Official Seal the day and year in this certificate first above written.

(Notarial Seal) C. A. ODELL,

Notary Public in and for Contra Costa County, State of California,

Endorsed and filed Feb. 7th 1929.

J. H. WELLS, Clerk.

By W. T. Paesch, Deputy Clerk.

(22-mi-8-15-22)

CERTIFICATE OF INDIVIDUAL DOING BUSINESS UNDER A FICTITIOUS NAME

No. 597.

The undersigned, IRVING M. ASHCRAFT, hereby certifies that he is transacting business in the State of California, with his principal place of business in the City of Richmond, County of Contra Costa, State of California, under the fictitious name IRVING M. ASHCRAFT FINANCE CO., that his name is full is IRVING M. ASHCRAFT, known to me to be the person whose name is subscribed to the foregoing instrument, and he acknowledged to me that he executed the same.

In witness whereof he has hereunto set his hand this 26th day of January, 1929.

IRVING M. ASHCRAFT,
State of California, Contra Costa County.

On this 26th day of January, A. D. 1929, before me, C. A. Odell, a Notary Public in and for the County of Contra Costa, State of California, residing there in, duly commissioned and sworn, personally appeared IRVING M. ASHCRAFT, known to me to be the person whose name is subscribed to the foregoing instrument, and he acknowledged to me that he executed the same.

In witness whereof I have hereunto set my hand and affixed my Official Seal the day and year in this certificate first above written.

(Notarial Seal) C. A. ODELL,

Notary Public in and for Contra Costa County, State of California,

Endorsed and filed Feb. 7th 1929.

J. H. WELLS, Clerk.

By W. T. Paesch, Deputy Clerk.

(22-mi-8-15-22)



He missed the job because he had no telephone

John Carney is a carpenter out of a job. He has no telephone because he feels he can't afford one.

Yet yesterday Hancock & Hancock, the contractors, wanted John Carney. They couldn't get in quick touch with him because his name wasn't in the telephone directory. So they hired another man.

Who can afford to be without a telephone?

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

TRY THE Quality Grocery
1032 MACDONALD AVENUE
YOUR MONEY'S WORTH
At The Quality Grocery
PHONE RICHMOND 2951 & 2952
FREE DELIVERY PROMPT SERVICE

TILDEN LUMBER CO.

M. H. TILDEN, President

PRICE — QUALITY — SERVICE

Yards: Oakland, Berkeley, Richmond, Crockett.

Office and Mill, 13th Street and Nevin Ave. Phone 81

You can always depend upon our examinations. We will tell you if your eyes need a doctor's care or whether glasses will remedy your trouble—if the latter we will fit you scientifically and economically.

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